

## **COMMITTEE ON WAYS AND MEANS**

October 10, 2017

A meeting of the Committee on Ways and Means was held this date at 4:34 p.m.

### **PRESENT (13)**

The Honorable John J. Tecklenburg, Mayor

|                        |            |  |             |
|------------------------|------------|--|-------------|
| Councilmember White    | District 1 | Councilmember Waring                                 | District 7  |
| Councilmember Williams | District 2 | Councilmember Seekings – <i>arrived at 4:38 p.m.</i> | District 8  |
| Councilmember Lewis    | District 3 | Councilmember Shahid                                 | District 9  |
| Councilmember Mitchell | District 4 | Councilmember Riegel - <i>arrived at 5:01 p.m.</i>   | District 10 |
| Councilmember Wagner   | District 5 | Councilmember Moody                                  | District 11 |
| Councilmember Gregorie | District 6 | Councilmember Wilson                                 | District 12 |

#### **1. INVOCATION:**

The meeting was opened with an invocation provided by Councilmember Waring.

#### **2. APPROVAL OF MINUTES:**

On a motion of Councilmember White, seconded by Councilmember Mitchell, the Committee on Ways and Means voted unanimously to approve the minutes of the September 13, 2017 and September 26, 2017 Committee on Ways and Means minutes.

#### **3. BIDS AND PURCHASES:**

On a motion of Councilmember White, seconded by Councilmember Mitchell, the Committee on Ways and Means voted unanimously to approve the bids and purchases as follows:

#### **TRAFFIC AND TRANSPORTATION: ACCOUNT:956000-52022 APPROPRIATION: \$76,995.16**

Approval for traffic cabinets to be replaced that were damaged by Hurricane Irma from Walker Brothers, Inc., 915 Barr Road, Lexington, SC 29072. Emergency Purchase due to Hurricane Irma; SC Contract #4400015603. This is paid from emergency funds and will potentially be partially reimbursed by FEMA.

**4. POLICE DEPARTMENT AND FIRE DEPARTMENT: APPROVAL TO ACCEPT THE 2017 PORT SECURITY GRANT IN THE AMOUNT OF \$486,187 FOR FIRST RESPONDER EQUIPMENT AND SUPPLIES. A CASH MATCH OF \$162,062 WILL BE BUDGETED FOR IN 2018.**

On a motion of Councilmember Lewis, seconded by Councilmember Mitchell, the Committee on Ways and Means voted unanimously to approve to accept the 2017 Port Security Grant in the amount of \$486,187 for first responder equipment and supplies.

**5. POLICE DEPARTMENT: APPROVAL TO ACCEPT THE FFY18 HIGHWAY SAFETY GRANT AWARD FOR SALARIES, MILEAGE, AND CELLULAR SERVICE FOR TWO TRAFFIC ENFORCEMENT OFFICERS IN THE AMOUNT OF \$139,465. NO MATCH IS REQUIRED.**

Chairman Moody said they usually funded these positions for one to three years, but it stated there was no match. He asked if the positions for this grant were similar and how long they would last. Officer Michael Thomas stated this was the second year of the grant, and the City projected continuing it into a third year. The City would then absorb the two officers thereafter. Chairman Moody asked if at this point the City had to hire the officers, and Officer Thomas stated he believed the City maintained the positions. Mayor Tecklenburg said he did not think the City was required to keep the officers after three years. It was the City's normal custom to do so, but he was not sure it was required. Councilmember Gregorie asked Officer Thomas to check on this because he thought part of the grant agreement was that the City needed to be in a position to keep these positions moving forward. Ms. Wharton said she knew the City was required to hire the officers with the COPS Ahead grant, and they would double-check in regards to this grant.

Councilmember Seekings arrived to the Chamber at 4:38 p.m.

On a motion of Councilmember Mitchell, seconded by Councilmember Lewis, the Committee on Ways and Means voted unanimously to approve to accept the FFY18 Highway Safety Grant Award for salaries, mileage, and cellular service for two Traffic enforcement officers in the amount of \$139,465.

**6. POLICE DEPARTMENT: APPROVAL TO ACCEPT THE FY17 VOCA AWARD FOR THE RESOURCE COORDINATOR & ELDER ADVOCATE SALARY CONTINUATION, SUPPLIES, AND TRAINING IN THE AMOUNT OF \$94,928. A CASH MATCH IN THE AMOUNT OF \$23,733 WOULD BE BUDGETED FOR 2018.**

On a motion of Councilmember Mitchell, seconded by Councilmember Lewis, the Committee on Ways and Means voted unanimously to approve to accept the FY17 VOCA Award for the Resource Coordinator & Elder Advocate salary continuation, supplies, and training in the

amount of \$94,928.

**7. TRAFFIC AND TRANSPORTATION: APPROVAL TO SUBMIT AN APPLICATION (AND MATCHING FUNDS) TO THE 2017 TIGER DISCRETIONARY GRANTS PROGRAM TO FUND THE DESIGN AND CONSTRUCTION OF A STANDALONE BRIDGE WAY ADJACENT TO THE EXISTING ASHLEY RIVER BRIDGE TO CONNECT WEST ASHLEY AND DOWNTOWN FOR NON-MOTORIZED USES. THERE IS A PROPOSED CITY MATCH OF \$1.5 MILLION FROM FY17 GENERAL FUND RESERVES. THE GRANT APPLICATION IS DUE OCTOBER 16, 2017.**

Councilmember Gregorie asked why \$1,500,000 was being used from the FY17 General Fund Reserves. Ms. Wharton stated that the City just received \$3,000,000 from the WestEdge bond, and \$1,500,000 of this money would pay back the General Fund for expenditures the City already spent. This money would go into the General Fund Reserves, and this was the \$1,500,000. Councilmember Gregorie said he went through the TIGER Grant Application, and it was clear this was a project that was eligible, but it raised a few questions for him. He wanted to know what the cost would be to replace the existing bridge with a bike lane and pedestrian path. If the City completed a joint application with the State, County, and other jurisdictions, the amount that could be applied for was as high as \$50,000,000. The grant the City was applying for went up to about \$25,000,000, and he asked why the City had not applied for a larger grant.

Keith Benjamin, Director of Traffic and Transportation, explained when the original vote occurred at County Council for the dedicated lane on the bridge, it was voted down, and a motion followed for the City and County to work together and look at the James Island Connector and Ashley River Bridge for other solutions. This meeting included staff from both entities, as well as the original consultants who worked on the project in 2010 and 2015, as well as Stantec, to price different options. The bridges were not in SCDOT's ten-year plan, and there was no real timeline for a new bridge. Mr. Benjamin said that the City was grateful they were supported by the SCDOT and County, as well as the Congressional delegation. Councilmember Gregorie asked what the grading was on the existing bridge. Mr. Benjamin stated that this had not been done in years and was one of the reasons they moved away from the cantilever option because the Ashley River Bridge would need to be brought up to grade in order to do this, and estimates were \$30,000,000 to \$40,000,000 to do this. Councilmember Gregorie said he still would like to know what the grading was on the existing bridge and understood the rationale for not trying to totally replace it. Mr. Benjamin said the City had until 2020 to be project-ready. With the studies that had already been completed, there was an opportunity to meet this deadline. Councilmember Gregorie asked if the City had plans related to the cantilever system since the City had to have known something about the bridge if it was going to add something to it. The City should know the grading of the bridge and if and when it should be replaced, as well as if what the City was doing could buttress the replacement of the bridge. A bridge replacement would cost \$50,000,000, and this was going to cost the City \$18,000,000. He was going to vote in support of the grant, but he wanted to be informed on what other alternatives the City might have. Mr. Benjamin said they had asked for specifics

from the SCDOT, but it was not even in their ten year plan, and they did not know if it was even in their plan twenty years out. He thought if the City was moving towards being multi-modal, they had to make sure that they could make this in the safest way possible. This was an opportunity where State, County, and the City could be on par with this. Councilmember Gregorie mentioned the serious flooding problem in the hospital complex and asked if the bridge would land in this area. He asked if they could make a connection to the drainage and flooding issues in this area, which was severe for emergency operations. Mr. Benjamin said he looked into this, and when they received the TIGER grant, the first phase would be specific to transportation improvements. The money would be leveraged in order to work on the drainage portion, which brought the total up to \$22,000,000 to \$23,000,000. Their focus was on the grant process, and then they would be open to other options from there. Councilmember Gregorie said he just didn't want it to be a "bridge over troubled waters."

Councilmember Waring said he was going to support the item and was satisfied with Ms. Wharton's explanation. He asked about the conversations concerning the James Island Connector and if there were any plans to do both. Mr. Benjamin said they looked at two options, a cantilevered system for the entire portion of the James Island Connector, which was extremely expensive and in the range of \$50,000,000. One of the other options they looked at was completion of the West Ashley Greenway and having a two-way bike/pedestrian trail that would connect on the side of the connector for a short portion and a possible drop-down where the marina was located. This was in the range of about \$13,000,000. The problems with this option were where exactly the path would land and the incline level. How did they make it safe and accessible for all levels of bikers and pedestrians and ADA compliant, since there were questions about what the drop-down would be. Councilmember Waring asked if the incline level would be higher than the Ravenel Bridge. Mr. Benjamin said if someone came from Lockwood Boulevard and Bee Street to get onto the Connector, the grade level was pretty high. They mentioned at the County meeting that if there was an opportunity to get both done in the future, they would want to move forward in this regard.

Mayor Tecklenburg said he wanted to commend the City and County, as well as City staff. The window to put together the application was very short, and it was big undertaking, including economic analysis of impact from doing the project.

Chairman Moody said they discussed this in Traffic and Transportation, and it occurred to him after the meeting that, as the City was planning the Peninsula side of the bridge with a connection between the City Marina and Bristol Marina, if they could have a pathway or a wooden bridge, it would make it easy to get on the bikeway. His fear was that the City was going to spend \$18,000,000, and everybody would still be using the World War I bridge, and this was something they might want to look at in terms of the design.

Councilmember White asked if the City was theorizing they could do this since an engineer had not studied the bridge to determine if it was feasible and safe enough to retrofit. Mr. Benjamin clarified that the City would not be retrofitting the existing bridge. They would be completing a full stand-alone bridge with its own lift, and it would not be touching the existing

bridge. If it was determined that the current bridge needed to be removed at some point, it would not infringe on this project. One of the biggest questions the City received from other entities was if they gave the City money to do a cantilever system on the existing bridge, and the bridge had to be replaced, what would happen to the money that went towards the cantilever system. Councilmember White said in the event this bridge was replaced, the bike/pedestrian bridge would still be active and functional, and Mr. Benjamin confirmed. It would have its own lift span in the middle portion of the bridge.

Councilmember Shahid said he was very excited about where they were with this project, and he echoed the Mayor's compliments to those who had worked on it. He said tying in the World War I bridge side would be a big help because there were a number of folks who used it. He used to run across the James Island Connector and there was a huge difference in the grading, and he did not think this was a feasible option.

Councilmember Waring reiterated he was supporting the item, but stated that the lanes on the Legare Bridge were ten feet wide. The lanes on the World War I bridge were 11.1 feet. He knew this because he measured the lanes himself. If the lanes on the World War I bridge were to shift one foot to the left, the City would at least make it safer on that bridge for people to cross. Even with the new bridge, people would still use the World War I bridge. Instead of having a four-foot pathway, people could have close to an eight-foot pathway. If someone was coming down St. Andrews Boulevard, they were not going up Wesley Drive to cut across Folly Road to get on the new bridge. People were using the World War I bridge every day, and the City did not do anything to make it safer. He thought this was an opportunity to do both. Mr. Benjamin said he agreed, and that if they were creating these opportunities, they needed to be creating them both ways. The conundrum was the City's measurement for success differed from other agencies. The City had a charrette with the cities of Vancouver and New York, who looked at the project and gave the City suggestions. The biggest issues were the intersections on both sides. It would not be efficient if they could not get them together, and if it was dangerous for someone to get on and off, they would not use it. These were the pieces they needed to make sure were together.

On a motion of Councilmember Seekings, seconded by Councilmember Shahid, the Committee on Ways and Means voted unanimously to approve to submit an application (and matching funds) to the 2017 TIGER Discretionary Grants Program to fund the design and construction of a standalone bridge way adjacent to the existing Ashley River Bridge to connect West Ashley and Downtown for non-motorized uses.

**8. MAYOR'S OFFICE FOR CHILDREN, YOUTH, AND FAMILIES: APPROVAL OF A GRANT APPLICATION TO RECEIVE UP TO \$1,000 TO ENGAGE A MINIMUM OF 50 YOUTH THROUGHOUT THE CHARLESTON COMMUNITY TO CREATE EMERGENCY FLOOD KITS FOR THE VULNERABLE POPULATION. DUE TO TIME CONSTRAINTS THIS GRANT WAS SUBMITTED ON SEPTEMBER 20, 2017. NO CITY MATCH IS REQUIRED. THIS IS AN AFTER-THE-FACT APPROVAL.**

On a motion of Councilmember Mitchell, seconded by Councilmember Lewis, the Committee on Ways and Means voted unanimously to approve a grant application to receive up to \$1,000 to engage a minimum of 50 youth throughout the Charleston Community to create emergency flood kits for the vulnerable population.

**9. GIS: APPROVAL TO SUBMIT AN APPLICATION TO THE BLOOMBERG 2017 MAYORS CHALLENGE GRANT PROGRAM TO FUND INNOVATIVE IDEAS TO REDUCE THE IMPACTS FLOOD EVENTS HAVE ON THE DISRUPTION OF OUR CITY. THE GRANT APPLICATION IS DUE OCTOBER 20, 2017. NO CITY MATCH IS REQUIRED.**

Mayor Tecklenburg said he wanted to thank Michael Bloomberg in offering millions of dollars to cities across the country to be eligible for this grant. The City had to be invited by Bloomberg to apply for the grant and had already been vetted somewhat. He thought it was an honor for the City to have been asked.

On a motion of Councilmember Mitchell, seconded by Councilmember Gregorie, the Committee on Ways and Means voted unanimously to approve to submit an application to the Bloomberg 2017 Mayors Challenge grant program to fund innovative ideas to reduce the impacts flood events have on the disruption of our City.

**10. PARKS-CAPITAL PROJECTS: APPROVAL OF A PROFESSIONAL SERVICE CONTRACT IN THE AMOUNT OF \$242,025 WITH ADC ENGINEERING SPECIALIST FOR AN ENGINEERING STUDY OF THE 12 CITY OWNED PARKING GARAGES AND ONE COLLEGE OF CHARLESTON OWNED GARAGE THAT IS OPERATED BY THE CITY. THE STUDY WILL INCLUDE A COMPREHENSIVE INSPECTION OF THE CONDITION OF THE STRUCTURE, MECHANICAL, ELECTRICAL, PLUMBING AND FIRE SUPPRESSION COMPONENTS. THE STUDY WILL ALSO INCLUDE AN ARCHITECTURAL ASSESSMENT OF THE EXISTING CONDITIONS. THE STUDY WILL PROVIDE RECOMMENDED REPAIRS AND A COST ESTIMATE FOR THOSE REPAIRS. THE APPROVAL OF THIS PROFESSIONAL SERVICES CONTRACT WILL ALLOW FOR THE EXPENSE OF ALREADY EXISTING BUDGETED FUNDS FROM THE 2017 PARKING FUND FOR THIS STUDY. COSTS ASSOCIATED WITH COLLEGE OF CHARLESTON OWNED GARAGE WILL BE REIMBURSED IN THE AMOUNT OF \$16,410.60 PLUS ANY MATERIAL TESTING OR ADDITIONAL SERVICES IF DEEMED NECESSARY.**

Mayor Tecklenburg said this contract allowed the City to really look after one of the City's assets, which was its parking garages, and the City had not always kept up on maintenance. He thought there were some deferred maintenance items in some of the City's garages that needed attention, and this contract was about making sure the City was keeping up with this asset.

On a motion of Councilmember Mitchell, seconded by Councilmember Gregorie, the Committee on Ways and Means voted unanimously to approve a Professional Service Contract in the amount of \$242,025 with ADC Engineering Specialist for an engineering study of the 12 City owned parking garages and one College of Charleston owned garage that is operated by the City.

**11. PARKS-CAPITAL PROJECTS: APPROVAL OF A CONSTRUCTION CONTRACT WITH COASTAL ROOFING COMPANY, INC. IN THE AMOUNT OF \$44,200 FOR AN OVERLAY OF APPROXIMATELY 4,400 SQUARE FEET OF THE EXISTING ROOF AT THE CPD TEAM 4 OFFICE BUILDING. THE APPROVAL OF THE CONSTRUCTION CONTRACT WILL RESULT IN A \$28,025 INCREASE TO THE TOTAL PROJECT BUDGET FROM \$2,288,707.18 TO \$2,366,732.18. WITH APPROVAL OF THIS CONSTRUCTION CONTRACT, COUNCIL IS APPROVING THE TRANSFER IN THE AMOUNT OF \$28,025 TO THE PROJECT BUDGET FROM 2017 CAPITAL PROJECTS-STRUCTURAL REPAIRS (\$20,000) AND 2017 FACILITIES MAINTENANCE-GENERAL MAINTENANCE (\$8,025). THE REMAINING \$16,175 FOR THE CONSTRUCTION CONTRACT WILL COME FROM THE BALANCE OF THE PROJECT CONTINGENCY. THE FUNDING SOURCE FOR THIS PROJECT IS THE 2015 INSTALLMENT PURCHASE REVENUE BOND (\$1,750,000), 2015 GENERAL FUND RESERVES (\$522,584), 2017 POLICE DEPARTMENT (\$3,904.18), 2017 CAPITAL PROJECTS-STRUCTURAL REPAIRS (\$32,219) AND 2017 FACILITIES MAINTENANCE-CAPITAL MAINTENANCE (\$8,025).**

On a motion of Councilmember White, seconded by Councilmember Gregorie, the Committee on Ways and Means voted unanimously to approve a Construction Contract with Coastal Roofing Company, Inc. in the amount of \$44,200 for an overlay of approximately 4,400 square feet of the existing roof at the CPD Team 4 Office Building.

**12. PUBLIC SERVICE: APPROVAL FOR DAVIS & FLOYD TO CONDUCT A PRELIMINARY DRAINAGE STUDY OF THE BARBERRY WOODS DRAINAGE BASIN IN THE AMOUNT OF \$77,500 (JOHNS ISLAND).**

On a motion of Councilmember Mitchell, seconded by Councilmember Waring, the Committee on Ways and Means voted unanimously to approve for Davis & Floyd to conduct a preliminary drainage study of the Barberry Woods drainage basin in the amount of \$77,500 (Johns Island).

**13. PUBLIC SERVICE: APPROVAL FOR A CHANGE ORDER IN THE AMOUNT OF \$32,333 TO THE ANSON CONTRACT FOR THE GREENLEAF DRAINAGE PROJECT DUE TO UNFORESEEN SITE CONDITIONS INCLUDING POTENTIALLY HAZARDOUS SOIL AND GROUNDWATER AND EXISTING UTILITIES THAT WERE NOT LOCATED.**

On a motion of Councilmember Waring, seconded by Councilmember Mitchell, the Committee on Ways and Means voted unanimously to approve a change order in the amount of \$32,333 to the Anson contract for the Greenleaf Drainage Project due to unforeseen site conditions including potentially hazardous soil and groundwater and existing utilities that were not located.

**14. PUBLIC SERVICE: APPROVAL OF AMENDMENT #12 IN THE AMOUNT OF \$206,565 FOR AN EXTENSION OF THE ENGINEERING SERVICES CONTRACT WITH DAVIS & FLOYD FOR THE MARKET STREET DRAINAGE IMPROVEMENT PROJECT – DIVISION III. PAYMENT TO DAVIS & FLOYD PURSUANT TO THIS AMENDMENT #12 WILL NOT EXCEED**

**\$206,565. THIS EXTENSION INCLUDES ADDITIONAL WORK FROM CHANGES REQUIRED BY THE DESIGN REVIEW COMMITTEE INCLUDING COORDINATION WITH UTILITIES (CWS, SCE&G, AND OTHERS), EXTENDED PROJECT MANAGEMENT, AND ADDITIONAL STREETScape AND ENGINEERING DESIGN FOR THE MARKET STREET DRAINAGE IMPROVEMENT PROJECT. FUNDING SOURCE: DRAINAGE FUND.**

Councilmember Seekings said this was the final phase of the Market Street Drainage project, and this is what they would see on the surface. He asked if there was an updated schematic, so they could see what it was going to look like around the Market area.

Mayor Tecklenburg said there was an updated schematic. One of the hold-ups had been to get the easements in place for the electrical infrastructure. This had finally been resolved about a month or two ago. SCE&G was now doing the engineering, and when this was completed, they could move forward with the project. Councilmember Seekings said he thought the Mayor was referencing the transformers. Backing up to the Market going north through Ansonborough as part of the Gaillard project, power was being placed underground. He said there was a void between Pinckney Street and the Market where the lines would not be underground, and he was interested to see how all of this was worked out in the streetscaping project because the transformers for the undergrounding on the south end were going to have to be along the Market. He said this was a long time coming, but he wanted to see how all of this would be put together.

Councilmember Riegel arrived to the Chamber at 5:01 p.m.

Councilmember Gregorie asked what was in the drainage funds and whether or not he could use some of that money to clean the ditches on James Island. Ms. Wharton said she was not able to tell him how much this was, but she could get this information for him.

On a motion of Councilmember Waring, seconded by Councilmember Mitchell, the Committee on Ways and Means voted unanimously to approve Amendment #12 in the amount of \$206,565 for an extension of the Engineering Services contract with Davis & Floyd for the Market Street Drainage Improvement Project – Division III.

**15. PUBLIC SERVICE: APPROVAL OF SPRING/FISHBURNE US 17 DRAINAGE & TRANSPORTATION IMPROVEMENTS: DIVISION III FEDERAL MATCH (PHASE 2) CHANGE ORDER #8 IN THE AMOUNT OF \$146,852.26 FROM CROWDER CONSTRUCTION CO. FOR RELOCATING MUSC/STATE-OWNED FIBER OPTIC LINE (FOL) FOR CONFLICT RESOLUTION. FUNDING FOR THIS CHANGE ORDER WILL BE COVERED BY THE PROJECT CONTINGENCY.**

On a motion of Councilmember Waring, seconded by Councilmember Gregorie, the Committee on Ways and Means voted unanimously to approve Spring/Fishburne US 17 Drainage & Transportation Improvements: Division III Federal Match (Phase 2) Change Order #8 in the amount of \$146,852.26 from Crowder Construction Co. for relocating MUSC/state-owned fiber optic line



(FOL) for conflict resolution.

**16. THE COMMITTEE ON REAL ESTATE: (MEETING WAS HELD OCTOBER 9, 2017 AT 3:30 P.M. AT CITY HALL, 80 BROAD STREET)**

- a. (i) Request approval of a Memorandum of Agreement between the City and the Lowcountry Lowline pertaining to the purchase from the Lowcountry Lowline of approximately 10.98 acres of property in the City (Norfolk Southern former railroad property) for the sum of \$2.55 million, and setting forth a plan for the improvement of the property into a public linear park. **(AS AMENDED)**

(ii) Request approval for the Mayor to execute the Purchase and Sale Agreement between the City and the Lowcountry Lowline whereby the City will purchase 10.98 acres for \$2.55 million.

(The southern right-of-way line of Mount Pleasant Street to a point approximately 190 feet north of Woolfe Street.) The property is owned by the Lowcountry Lowline.

- b. Request approval of a Purchase and Sale Agreement between the City and Norfolk Southern Railway Company pertaining to the City's acquisition of an approximately 0.71 acre tract of land off F Street for the sum of \$678,500.00 (0.71 acre parcel with frontage on the southern end of F Street). The property is owned by Norfolk Southern Railway Company.
- c. Request approval of a Purchase and Sale Agreement between the City and Norfolk Southern Railway Company pertaining to the City's acquisition of an approximately 1.85 acre tract of land on Mount Pleasant Street for the sum of \$1,617,200.00 (a portion bound by Courtland Avenue and Mount Pleasant Street between King Street and Meeting Street). The property is owned by Norfolk Southern Railway Company.
- d. Consider the following annexations:
  - (i) 7 Riverdale Drive (TMS# 418-14-00-077) 0.26 acre, West Ashley (District 11). The property is owned by Chris Straight and Jennifer Outlaw.
  - (ii) 1320 N Edgewater Drive (TMS# 349-14-00-011) 0.66 acre, West Ashley (District 11). The property is owned by John and Catherine Rama.

Councilmember White stated the Committee on Real Estate heard a number of items to include Item 'a,' a Memorandum of Agreement between the City and the Lowcountry Lowline and a Purchase and Sale Agreement between the City and Lowcountry Lowline for \$2.55 million for about 10.98 acres. They also considered the purchase of a parcel of land off of F street for \$678,500 between the City and Norfolk Southern Railway Company and a Purchase and Sale Agreement between the City of Charleston and Norfolk Southern Railway Company for a parcel off of Mount Pleasant Street for \$1,617,200. They also had two annexations, and all items were

approved unanimously.

Councilmember Lewis said he knew this project was a long way from getting completed, but F Street was a neighborhood between King and a lot of restaurants now. He did not know how they were going to separate the Lowline project from the neighborhood, but many people living on these streets bought their homes from Habitat for Humanity, and the City needed to make sure that these residents didn't have their property taxes increased. The City needed to look at what it did ten to twelve years ago when Magnolia purchased property, and they did something to protect the people living there. The residents along those two streets were already being squeezed out with all of the restaurants along King Street. He just wanted to protect the residents and make sure that neighborhood continued to be a neighborhood and that they would not be forced out. Councilmember Mitchell said he was going to ask this same question because there were a lot of problems in this area, and the City needed to make sure that it protected the residents.

Mayor Tecklenburg said he wanted to recognize a few of the Friends of the Lowcountry that were in attendance because they had helped make this possible. He mentioned Mike and Jenny Messner, Andy Gowder, and Harry Lesesne. Part of what made this affordable was that Norfolk Southern agreed to break the deal into a number of smaller transactions. The Friends of the Lowcountry had agreed to charitably give the City \$2.5 million to help pay for the right-of-way, and this included people like Justin Ferira and Ron Owens with the Post and Courier, and others who were contributing to the effort. The improvements to the quality of life in this part of the City would be demonstrable, and the connectivity for pedestrians and bikers would be remarkable. They would tie in drainage improvements to the ownership of this property. The railroad, which was installed 200 years ago, was put on high ground. Then, they built it up a little bit, and it created almost a dam. There was a sizeable part of the City that would naturally drain to the New Market Creek area that was basically prevented to do so because of the geography of the Lowline. The City's ownership of this would help achieve some solutions. Mayor Tecklenburg said City Council approved a grant application a couple of months ago for a project design of the drainage solution for King and Huger streets, and he had asked staff to proceed with RFP's for a solution design, as opposed to a grant application. Owning the Lowline would help the City accomplish this. If the City had not completed the design on the drainage solution, why should the City proceed with the streetscape improvements on Huger Street, instead of completing the drainage first? Mayor Tecklenburg said Councilmember Waring had suggested that the City ask to redirect over \$2,000,000 for the Huger Street Improvement Project and use it for something that was shovel-ready right now, which was affordable housing. He said he looked into that matter, and he thought it was a good idea. They might receive a 'no,' but at least they could ask to see if they could direct the money to help both drainage and affordable housing. He thought there would be a multitude of benefits from this project.

Regarding property values, Mayor Tecklenburg said the State law put into place that as long as someone continued to own their home, there were limits to the increase in property value, so

there was some protection that did not exist 10 to 15 years ago. In the Magnolia Development in the Rosemont area, there was a fund so that citizens whose property taxes rose dramatically would be able to apply for property tax relief, and he was certainly open to looking into that.

Councilmember Mitchell said when this first came about, he had reservations because the parcel was in the district he represented. He spoke to the Mayor, and after some changes were made and the price was reduced for taxpayers, he was adamant about the City not having to come up with all of the money themselves. He wanted to make sure someone else was coming to the table besides just the City of Charleston and making sure that the City was getting the drainage completed because the two main priorities for him were drainage and housing. He wanted to make sure the City solved the problems it had all the time.

Chairman Moody said in his reading of the Memorandum at the Real Estate meeting, there was no mention of all that the Lowline could be used for, such as drainage. It had a lot of other uses, but it did not mention drainage anywhere. The Real Estate Committee's recommendation was that this language be added to the Memorandum. France Cantwell, Corporation Counsel, stated that earlier in the afternoon, Daniel McQueeney sent a redlined version of the Memorandum of Understanding between the City and Friends of the Lowcountry, and the Memorandum now specifically allowed for drainage improvements, along with park improvements. It also addressed not just the City's sole discretion on the amount of money it spent on improvements, but the timing of them.

Councilmember Mitchell said he wanted to thank the Chairman and the Committee on Real Estate for bringing this up at the Committee meeting and for including this in the Memorandum. Chairman Moody said he just wanted to make sure that the Committee would be voting on the Memorandum, as amended. Councilmember Gregorie said the City would be moving forward to request the \$2,000,000 connected to the bridge mitigation site and asked if there was an additional \$1,500,000 that the City had in the TIF for the drainage on Huger Street between King and Meeting. Mayor Tecklenburg said they discussed this in the Community Development Committee, but when it came to Council at the last meeting, Council decided to have a workshop to discuss these proposed projects in greater detail. Mayor Tecklenburg said the City could dedicate part of the money to go towards the drainage project.

Councilmember White said there was some question about title, and it was identified yesterday that the City would be able to get title insurance on the property. He wanted to make sure the title insurance would not be for a limited time and that it would run for as long as the City had ownership of the property. Ms. Cantwell stated the policy would protect the City for the life of its ownership of the land for the full amount of the purchase price that it paid. This was a contingency for closing, and the City was confident they would be able to do this.

Councilmember Riegel said he served on the Real Estate Committee, and it was intriguing to him that a railroad possibly caused some of the drainage issues in the middle of this area because there were some suspicions that the railroad near the Church Creek Drainage Basin

caused a similar situation. There had been a very lengthy discussion at the Committee meeting about drainage issues, and they also included affordable housing. He complimented Councilmembers Waring and Moody because they had come up with some terrific ideas.

Councilmember Lewis thanked the Mayor for being knowledgeable about the deal worked out with the Rosemont neighborhood because it was important to him and the City. He also thanked Marc Knapp, who had taken him around to the different drainage basins about 16 years ago. One of the drainage basins they discussed was the New Market Creek drainage basin. Councilmember Lewis said he had been talking about this for years, but the City and staff had been turning a deaf ear to New Market Creek. Once they wanted to complete this big development, everyone knew about New Market Creek, and they knew where the problem was that would solve the big public safety hazard on King and Huger Streets that he had been calling attention to for years. It seemed like the City could not see or understand it until it wanted to complete a project called the Lowline. He hoped the City fixed the drainage problem at Huger and King Streets before someone died. The Lowline would be running into Line Street, and they had the same problem in this area because SCDOT created a problem on this street three or four years ago, and he was told that the engineer that worked on this area was no longer with the DOT. The City had some serious public safety problems when it came to water, and he hoped it did not take another 20 years to get it solved.

Councilmember Waring said this was just as unique as the public-private partnership put together on the Gaillard Center. He asked everyone who was involved directly or indirectly to stand and be recognized. There was a round of applause in the Chamber.

On a motion of Councilmember White, seconded by Councilmember Seekings, the Committee on Ways and Means voted unanimously to adopt the report of the Committee on Real Estate as amended.

The Committee on Ways and Means recommended giving first reading to the following bills:

*An ordinance to provide for the annexation of property known as 7 Riverdale Drive (0.26 acre) (TMS# 418-14-00-077), West Ashley, Charleston County, to the City of Charleston, shown within the area annexed upon a map attached hereto and make it part of District 11. The property is owned by Chris Straight and Jennifer Outlaw.*

*An ordinance to provide for the annexation of property known as 1320 N Edgewater Drive (0.66 acre) (TMS# 349-14-00-011), West Ashley, Charleston County, to the City of Charleston, shown within the area annexed upon a map attached hereto and make it part of District 11. The property is owned by John and Catherine Rama.*

There being no further business presented, the Committee on Ways and Means adjourned at 5:15 p.m.

Jennifer Cook  
Assistant Clerk of Council